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DEVELOPING & PRINTING
A SPECIALITY. [a309]

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Leave—Shanghai (Steamer)	11 a.m.	Thursday
Arrive—Dairen	8.50 p.m.	Saturday
Leave—Dairen	9.15 p.m.	Monday
Arrive—Mukden	5 a.m.	Wednesday
Leave—Mukden	5.55 a.m.	Friday
Arrive—Changchun	3 p.m.	Sunday
Leave—Changchun	3 p.m.	Tuesday
Arrive—Harbin	3 p.m.	Thursday

Connecting at Harbin with { State Express for Moscow. Wagon-Lits for Moscow. State Express for St. Petersburg. }

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Leave—Harbin (Russian Train)	9 a.m.	Tuesday
Arrive—Changchun	6 p.m.	Thursday
Leave—Changchun	7 p.m.	Saturday
Arrive—Mukden	2.10 a.m.	Monday
Leave—Mukden	2.30 a.m.	Wednesday
Arrive—Dairen	12.30 p.m.	Friday
Leave—Dairen	afternoon.	Sunday
Arrive—Shanghai	afternoon.	Tuesday

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HOOSAIN-ALI & Co.,
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Hongkong, 22nd June, 1909. [a41]

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Every Comfort.
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[a42]

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Hongkong, 24th July, 1905. [a451]

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Hongkong, 5th October, 1908. [a43]

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GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given to Tourists.
REASONABLE RATES.
WM. FARMER, Proprietor.
[a423]

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MISS E. WILL, Proprietress.
Swatow, 1st April 1909. [a552]

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Hongkong, 26th April, 1909.

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ONLY communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be carried.

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The Daily Press.

HONGKONG, JUNE 28TH, 1909.

In the course of an article dealing with the question of the loan for the construction of the Canton-Hankow Railway, which appeared in the London Morning Post, the writer after referring to the decline of British influence at Peking observes that "it appears that there is a strange disposition on the part of the Chinese to regard with suspicion the several Powers who have pledged themselves to respect the independence and integrity of the Empire. Germany is not one of these Powers, and it would be only natural for her to profit by the apprehensions of the Chinese and to seek to gain advantages by expressions of sympathy and offers of assistance." It may be doubted whether the Chinese really feel so much suspicion with respect to the Powers who have guaranteed her integrity as is assumed, but it can be easily understood that she may be disposed to let them think that she does not implicitly rely upon them, as otherwise it would be, from a Chinese point of view, too much of an admission of dependence upon them. However this may be, there is a very simple explanation of the action of the Chinese authorities, if we bear in mind the course which China has so often before adopted in similar circumstances. Her policy has always been to conciliate the particular foreign nation who at a given moment happened to appear the strongest. In the early days of our diplomatic relations with China, other foreign nations were skillfully pitted against Great Britain, which was thought by the

Chinese (erroneously as events have proved) to have ideas of territorial acquisition in China. No such designs were really entertained by Great Britain, where representatives and statesmen were well aware of the serious responsibilities which any such step must entail. But it was not unnatural that the Chinese should imagine such designs existed after the war; and Great Britain being looked upon as a Power to be feared, was treated with more consideration than any other. Later when in conjunction with the United States Great Britain had made it clear that she favoured the policy of maintaining China's integrity, Russia appeared likely to be a menace to China, and forthwith that country was listened to more than any other Power, and was encouraged rather than checked in a policy of aggression until this was worked very ingeniously so as to menace Japan as well as China, and Russia and Japan were thus left to fight out the question of China's independence between them. This was indeed the avowed design of LI HUNG-CHANG, who had more to do with the foreign policy of China than any other official and who, it was discovered after his death, by a letter he had written on the subject, looked very calmly on the struggle between these two nations. He shrewdly estimated that whatever the result, it would be to the benefit of China. If Japan were worsted, a dangerous and traditional rival would be checked, and would be made more likely in the future to work in with China; on the other hand, if, as the event proved, Russia came off worst, an end would be put for some time at least to the aggressive designs on the part of that Power, against which the Chinese had for years been temporising.

It is more than probable that these accepted tactics are just those which are being acted upon at the present time, and that any leaning which China may show towards Germany may be easily accounted for on the very simple ground that knowing what is going on as to the augmentation of the German Navy, China deems it well to be on good terms with a nation whose power abroad is so much on the increase. In this she is not to be blamed, so long as she keeps good faith with other nations; but it would be a great assumption to conclude that on this account China is at all likely to make any substantial political concessions to Germany. The Chinese Government may very possibly consider that German influence will be of use to counteract any strong action on the part of Japan, or any other nation with whom China might be brought into opposition, and may find it convenient to conciliate a Power which may be a useful champion; but there is not sufficient reason to assume that these advances have any more serious bearing, as seems to be suggested by the writer in our London contemporary. It is not likely that Germany would under any circumstance identify herself with China further than exchanging courtesies and giving advice, or that China would in reality make any concessions to her that would make it worth her while to do.

Finally, we cannot endorse the statement that Germany is not pledged to respect the independence and integrity of China. On the contrary, Great Britain and Germany were the first among the Powers to pledge themselves in this direction. By the Anglo-German Agreement of 1900, both Governments agreed not to "make use of the present complication to obtain for themselves any territorial advantages in Chinese dominions, and will direct their policy towards maintaining undiminished the territorial condition of the Chinese Empire." This was, in fact, the first Agreement made of this nature, and its final clause was an undertaking to communicate the Agreement to the other Powers interested and "especially to Austria-Hungary, France, Italy, Japan, Russia and the United States of America and [to] invite them to accept the principles recorded in it." So far then from Germany not being one of the Powers pledged to respect the independence and integrity of China, she shares with Great Britain the distinction of being the first to give the pledge.

Capt. P. S. Seward, Royal Garrison Artillery, Instructor of Gunnery, Dover, has been appointed for duty with the Legation Guard at Peking.

The International Skating Rink, Limited, at Shanghai has been successfully floated. The Directors will proceed to allotment and will give the necessary notice to shareholders in due course.

The total revenue collected by the Harbour Department during the year was \$357,768.52, as against \$348,300.10 in the previous year, showing an increase of \$9,468.42. There was a decrease of \$413.32 on light dues, and \$4,658.11 in fees of court and office, but licences and internal revenue showed the substantial increase of \$14,471.65, while there was an increase of \$48.20 on miscellaneous receipts.

A meeting to make arrangements for the visit of Dr. J. Wilbur Chapman, Mr. Alexander and party, is called for this afternoon at the Y.M.C.A. Rooms.

At the forthcoming annual meeting of the Shanghai Dock and Engineering Co., Ltd., the Directors will recommend a final dividend of 2s. 2d. per share, making 2s. 5d. per share for the year ended April 30 last.

The name of Mr. J. A. Churchill has been added to the register of medical and surgical practitioners qualified to practise in the Colony, while Mr. G. Harper, of Messrs. A. S. Watson and Co., has been registered as a qualified chemist and druggist.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council:—Ordinance No. 13 of 1909.—An Ordinance to amend The Prison Ordinance 1899; Ordinance No. 14 of 1909.—An Ordinance to amend The Tramways Ordinance 1893; Ordinance No. 15 of 1909.—An Ordinance to transfer to certain Officers of the Public Service certain duties at present performed by other Officers; Ordinance No. 16 of 1909.—An Ordinance to amend The Prepared Opium Ordinance 1891.

Miss May MacEwen, the second daughter of Mr. and Mrs. A. P. MacEwen, formerly of Hongkong, and now residing at The Grove, Hollington, Sussex, was married at the beginning of the present month at Christ Church, St. Leonards-on-Sea, to Capt. Henry Buchanan, Kitch, of the 1st Battalion Argyll and Sutherland Highlanders, third son of the late Col. James Buchanan Kitch, of the 91st Highlanders. Canon Duckworth, C. V. O., Chaplain-in-Ordinary to the King, and the Rev. B. Moultrie, rector of Christ Church, officiated. The bride, who was given away by her father, wore a white satin Imperatrice gown, draped with Brussels lace, and a court train. The bridesmaids were Miss A. MacEwen, sister of the bride, dressed in white satin and carrying a bouquet of red roses, and five small children—Miss Hope Kitch, niece of the bridegroom, and the Misses Madge, Violet, Cecily, and Edna Ritchie. The little girls wore white muslin dresses, trimmed with white ribbon and silver, and white hats. They carried silver baskets of red roses. Mr. A. R. Sprout, of the bridegroom's regiment, was best man, and both he and Capt. Kitch were in uniform. The wedding was a very pretty one, red roses predominating. A reception, which was largely attended, was afterwards held at The Grove, and later in the afternoon Capt. Kitch and his bride left to spend their honeymoon among the English Lakes.

A FREAK OF NATURE.

An abnormality was taken to the Tungwah Hospital on Saturday, in the shape of a newly-born infant with two heads. The heads were joined together on one body, but each head had mouth, nose and a pair of eyes. There was only one pair of ears, however, one being on the side of each head. The child, which was given birth to by a Chinese mother, is dead.

COMMERCIAL INTELLIGENCE.

Dealing with the subject of commercial intelligence in his annual report Commander Basil Taylor, E. N., Harbour Master, writes as under:—

Fifty-three letters were received during the year from firms, principally in Great Britain, requesting information upon various points connected with their respective businesses, asking to be placed in communication with local firms, or submitting samples or price lists. The replies to the several queries have been as full as the information, so far as my disposal permitted, and wherever necessary, the name of the firm concerned, and the particular branch of trade indicated, have been published from time to time in the Government Gazette.

It is greatly to be regretted that no replies to or queries upon these publications in the Government Gazette have ever been received by me from local firms or individuals. Most of my correspondents send catalogues and price lists, and, in many cases, samples of their goods. These catalogues and price lists cannot of course be published, but are open to inspection at any time during office hours by interested persons.

It may be that the publication of the names of the firms in correspondence with me has been productive of direct communication between the local and home firms, but of this I have no knowledge.

THE FIRE AT WEST POINT.

The fire which broke out on Friday evening in one of the godowns of the Fuk On Insurance Company in Des Voeux Road kept the firemen, under Chief Inspector Baker and Superintendent Lane, hard at work for some five hours, before they succeeded in mastering the outbreak. Mr. McCubbin, manager of the Gas Co., and a number of his men were the first to render assistance, appearing on the scene with a hose belonging to the Gas Co. and doing good work before the arrival of the Fire Brigade.

The godown, which was stored with general goods, was practically gutted. The value of the goods destroyed is placed at \$65,000, while the damage done by fire and water is estimated at \$45,000. The insurance on the goods in the godown in which the fire broke out and in the one alongside of it, amounted to \$73,000, but on a large quantity there was no insurance.

How TO BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Creme Charmante, Last Charmant and Special Skin Tonic and Powder Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents! 453

TELEGRAMS.

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[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

BRITISH NORTH BORNEO.

LICENSING THE OPIUM DENS.

LONDON, June 26th.

Col. Seely, Under Secretary of State for the Colonies, replying to Mr. Austin Taylor, M.P., said he had no cognizance that the Government of British North Borneo were asking for tenders for farming out the opium dens and gambling houses. Certainly His Majesty's Government had not sanctioned anything of the kind. It was difficult to decide how far the Imperial Government had power to prevent such licensing in British North Borneo.

THE BIRTHDAY HONOURS.

LONDON, June 26th.

The following are also included in the list of His Majesty's Birthday Honours:—

Mr. R. Paget, lately British Minister and Consul-General at Siam, is made Knight Commander of the Order of St. Michael and St. George.

The Very Rev. Dr. Adler, Chief Rabbi of the United Hebrew Congregations of the British Empire, is made Knight Commander of the Victorian Order.

Mr. L. C. Hopkins, lately British Consul-General at Tientsin, is awarded the Imperial Service Order.

IMPERIALPRESS CONFERENCE.

CABLE RATES TO BE REDUCED.

LONDON, June 26th.

The Imperial Conference has resumed its sittings, and the Chairman has been able to announce that the Pacific Cable Co. has agreed to reduce its Press rate for messages from Vancouver to Australia and New Zealand by one-half, provided the Governments of the latter countries are prepared to grant concessions on their part. The announcement was received with cheers.

THE POLITICAL SITUATION IN GERMANY.

LONDON, June 26th.

The Reichstag has adopted the taxes on tea and coffee (80 marks per 100 kilos on raw coffee, 80 marks on roasted and ground coffee and 100 marks on tea).

Prince Buelow has gone to Kiel to report to the Kaiser on the political situation.

An inspired statement declares that the Chancellor will not resign or dissolve the Reichstag, but will pursue a waiting policy.

The "Koelnische Zeitung" describes the situation as shameful and humiliating to the Empire.

The Press generally demands an appeal to the nation against a Conservative-Centre dictatorship.

LORD CHARLES BERESFORD ON THE NAVAL POSITION.

LONDON, June 27th.

At the final meeting of the Imperial Press Conference Lord Charles Beresford declared that the gravity which had dominated the speeches of statesmen at the Conference was due to the knowledge that the nation was unprepared. The Colonial offers of "Dreadnoughts" amounted to the severest condemnation of the Imperial Government's failure to provide for contingencies.

THE HONGKONG UNIVERSITY PROJECT.

We are officially informed that Mr. Mody has consented to keep his offer (of providing the buildings for the University) open till the end of the year.

He did so in a confidential communication to the Governor some time ago, but desired that it should not be made known until the six months (ending June 30th.) was on the point of completion, in order that the collection of the funds for endowment should be stimulated.

The greater part of the amount required has now been promised, but it is necessary, on the one hand, that the promised donations should be actually paid in to the Treasurer, and on the other hand, it must be remembered that the sum named (£100,000 Endowment and £10,000 for Equipment) was the minimum amount estimated to start a University of two or perhaps three chairs only. When that minimum had been realised it would justify Mr. Mody in undertaking the buildings and Government in giving the site and accepting the gift from Mr. Mody.

But to make the University really efficient and to establish Chairs in other subjects, a larger endowment will be required in order that more Professors may be appointed, and it is hoped that a fully adequate sum will be raised to make the University thoroughly efficient.

It is stated in The Lancet, referring to the establishment of the new Bristol University, that the minimum amount qualifying for a Charter is £250,000. Enquiry is being made regarding the truth of this statement. If it should be true and should apply equally to the Hongkong University, it is clear that a considerable sum remains to be raised before a Charter can be applied for.

Assuming the present minimum endowment and equipment fund to be raised, and putting the value of the site and buildings at £50,000, the total stands at £160,000.

EMIGRATION AND IMMIGRATION.

Commander Basil R. H. Taylor, R.N., Harbour Master, supplies the following interesting particulars regarding emigration and immigration in his annual report for 1908:—

Seventy-one thousand and eighty-one (71,081) emigrants left Hongkong for various places during the year: of these, 53,118 were carried in British ships and 17,963 in Foreign ships. These figures show a great falling off (from 105,967) of 34,886 Emigrants, or 32.9 per cent. compared with those for 1907.

It is difficult to account for this large decrease, but it was probably partly due to the general depression in trade which restricted the demand for labour and partly to the quarantine restrictions placed upon vessels from the Colony to other ports. The anti-Chinese feeling in certain parts of the world culminating in legislation against Asiatics no doubt also had a deterrent effect upon emigration. But the chief causes undoubtedly were:—

(1) The cessation of Assisted Emigration to Banks and Biliton. This branch of the business was commenced only in 1907, and served to largely swell the figures for that year. The demand for labour in those islands was not very large, and all the plantations there were fully manned before the beginning of 1908.

(2) The floods in Canton and up the West River checked recruiting during the first months of the year.

(3) There was a considerable demand for labour on the several railways under construction in China, which restricted the recruiting area.

157,609 returning emigrants were reported as having been brought to Hongkong from the several places to which they had emigrated, either from this Colony or from Coast Ports as against 145,822 in 1908. This includes 106 returning from South Africa. Of the total number 116,094 arrived in British ships and 41,715 in Foreign ships.

LAWN BOWLS.

A match between Cosmopolitan Dock, who were assisted by players drawn from Tai Kok and Kowloon Clubs, and the Police took place on Saturday afternoon on the former club's green, and resulted in a win for the home team who were on each of three wickets. Scores:—

COSM. POLITAN. POLICE.	
Angus	24
Nevis, Jr.	24
Macdonald	24
Nevis, Sr.	24
(skip)	(skip)
A. Nevis	24
Ford	24
Petrie	24
Ramsay	24
(skip)	(skip)
Bussell	22
McGlashan	22
Muir	22
Nicholson	27
(skip)	(skip)
Total	73

A JAPANESE POLAR EXPEDITION.

According to the Asahi, Mr. Kodama Otomatsu, said to be a well-known explorer in the South Sea Islands, who has been recuperating at his home in Fukuoka, left Moji by the N.Y.K. Sado Maru for further adventures in the Colaba and New Guinea. He will then proceed to Albany, West Australia, whence he will start in search of the South Pole.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. Takasaki Maru (Bombay Line) left Moji for this port on the 23rd inst., and is expected here to-day.

The C. & M. str. Zafiro left Manila on the 26th inst., and is due here to-day at 6 p.m.

The T.G.M. str. Prins Regent left Moji for Shanghai via Foochow on the 27th inst. at 1 a.m., and may be expected here on or about the 30th inst. at 6 p.m.

The N.Y.K. str. Bingo Maru (European Line) left Kobe for this port via Moji and Shanghai on the 26th inst., and is expected here on the 5th prox.

The N.Y.K. str. Bombay Maru (Bombay Line) left Bombay for this port via Taticorin on the 24th inst., and is expected here on the 14th prox.

The C.P.R. str. Empress of India left Vancouver a.m. on Thursday, the 24th inst., for Hongkong via the usual ports of call.

CANTON.

(FROM OUR CORRESPONDENT.)

June 26th.

APPLICATION FOR EXECUTION OF ELEVEN CONVICTS WHO WERE RECAPTURED.
The inquiry into the circumstances which led to the escape of prisoners in the Shun Tak Prison was closed yesterday. A full report of the investigation has been forwarded to His Excellency Viceroy Chang by Shun Shai Chung, acting magistrate of Shun Tak. The report states that forty prisoners were recaptured and according to the law they should all be decapitated. Twenty-nine of them have been convicted for minor offences and did not take part in the conspiracy but were induced to escape by the ringleaders. Under these circumstances the Magistrate has recommended them for exemption from capital punishment. The Magistrate applied to His Excellency the Viceroy for permission to execute the remaining 11 prisoners who actually took part in the conspiracy.

A VISITING CONSUL-GENERAL.

Comm. Z. Volpicelli, Italian Consul-General for Kwangtung, Kwangsi and Fokien Provinces, has been here for some time. From inquiries made, I learn that he has been very busy over a case in which an Italian subject named Fogliano was swindled by a Chinese railway contractor for a very large sum of money.

THE CANTON-HANKOW RAILWAY.

It is reported that the Board of Posts and Communications has sent a telegram to the Canton-Hankow Railway Company stating that the necessary funds for the construction of the Hupeh and Hunan sections of the Canton-Hankow Railway have been raised and the loan contract executed. The cablegram urges the Company to hasten the construction of their section of the line and states that if there should be any further delay the Central Government will take over the concern and itself construct the line.

MURDER OF A FOREIGNER.

Recently, a most preposterous rumour was spread by the people in the district of Tsang Sheng that some foreigners have arrived in the district to extract the souls of children. On the 15th inst. a boy was found missing in the Ma Cha village, which is inhabited by a large clan all bearing the same surname. A foreigner happened to pass through the village on that day. The villagers on seeing the foreigner said he was the person who stole the child to extract his soul, whereupon a large crowd pounced upon the foreigner and beat him to death. Strange to say, the Tsang Sheng magistrates did not go to the village to hold the post-mortem examination until the 19th inst. He was satisfied that the foreigner was murdered. He then gave orders to have the corpse arrested and also put pressure on the gentry of the village to deliver up the murderers. The villagers vigorously protested against the measures taken by the magistrates. Gradually, large crowds started to collect round the magistrates and his retinue and a riot ensued, when the magistrates and his men had to make a retreat for safety. A few days afterwards a villager was arrested for taking part in the murder. It appears that the clan were descendants of two brothers, and the offspring of one branch had always disagreed with the other. The man arrested is a descendant of the elder brother's branch. It is said that after he was arrested, he made a statement giving names of numerous persons (descendants of the younger brother) who took part in the murder, and said that the descendants of the elder branch did not take part in the dastardly deed at all. This resulted in a clash between the two branches and a desperate clan fight ensued. The battle lasted several days and nights, the reports of cannon and guns were heard miles away and hundreds of people were killed on both sides. The disturbance was finally quelled by the arrival of a large body of soldiers. The reports do not indicate the nationality of the murdered foreigner. Tsang Cheng is a district quite close to Canton.

DR. MORRISON AND THE JAPANESE PRESS.

Dr. Morrison, the Times correspondent at Peking, writes to the North-China Daily News the following letter:—

I ask leave to correct some of the misstatements regarding me which have been published by a certain section of the Japanese Press on the occasion of my recent visit to Japan. Delay in writing is due to my having neglected to read the papers while on my journey. It is only since I returned to Peking that I have realized the extent of the misrepresentation to which I have been subjected.

Interviews have been published with me which are fictitious. Statements have been attributed to me which I never thought of uttering.

I am represented to have assured the Premier, the Marquis Katsura, that I disclaimed responsibility for certain messages sent to The Times from Peking regarding the Fokuma Railway and Japanese policy in Manchuria. The story is an invention. I disclaimed and disclaim no such responsibility.

It is true that on January 26 I left Peking to be present in Shanghai during the sitting of the Opium Commission, and that I was absent until March 6: it is true that in my absence two messages were sent to The Times from Peking. The longer and more important of these messages made no reference to the Fokuma Railway; the other which dealt with Russian action in Manchuria contained an allusion to "the steady refusal of Japan to permit China to extend her own railway system for the development of the rich regions of Mongolia and Manchuria, west of the Liao River." Both these messages were statements of fact, they were sent by my friend and colleague, and I accept full responsibility for them.

I had the privilege of an interview with Count Okuma, and I found him, as on previous occasions, one of the most courtly and sympathetic of men. The story of his lecturing me upon my ignorance is a fabrication.

RANDOM REFLECTIONS.

The cause *est* practically concluded. The case which has occupied the time of our two judges for nine days, which has filled more columns in the newspapers than any recent happening, and which has provided abundant food for gossip, is almost at an end—only the decision to be given. Whatever happens, we can't get away from the feeling of regret that it should have been brought into court and given the publicity that it has. The effect is unfortunate from the point of view of the white population.

The words "white population" bring to mind the ever present difficulty of employing terms and names which will describe the non-Chinese who, for better or worse, have made their home in the East and have assisted to develop the trade in this part of the world. The members of the Legislative Council grapple with the problem on Thursday, but, after a short bout, they had to admit themselves beaten and fall back on a word which is neither descriptive nor comprehensive, but which has the sanction of "old custom."

I don't know that I can assist towards a solution of the difficulty, but I may be permitted to comment on some of the suggestions made at the meeting. Obviously the word "European" is not the best to describe what is intended. "Occidental" is perhaps more comprehensive and therefore more correct, but it does not come so trippingly off the tongue, though I can imagine it would not apply to Australians, New Zealanders or South Africans. Sir Henry Berkeley sought to justify the word "European," even when applied to Americans, by stating that the Americans came from Europe, but Sir Henry forgets the large proportion of the population of that large country who came from a different continent entirely. To describe them as European would be absurd. It has always seemed to me that to apply the word "European" where an American is concerned is practically as insulting as to refer to a Scotman as an Englishman.

It is all very well to talk of descent, to say that children born here of European parents are not Chinese, but that cannot hold good for centuries. If that were so some of us from Britain might still have to describe ourselves as Angles, Jutes, Danes, Norsemen, Normans, or Britons (the ancient type), because, according to the theory enunciated, race or nationality persists for quite a long time. But history does not bear this out. The grandfather of Robert the Bruce was a Norman baron, but who would dare to suggest that Scotland's hero was other than a Scotman? More modern is the case of the House of Hanover. George the First of Britain was a German. So was his son. Not so George the Third. It was his proud boast when he opened his first Parliament that he was born a Briton. While I am prepared to admit that children born in Hongkong of European parents are European, I don't know how far it would be true to say that their children's children are entitled to be known as European.

In this connection I quote the following story from a home paper: Miss Haldane (sister of the Secretary for War) mentioned at the meeting of the Liberal Social Council that she had been doing her best of late to entertain some German visitors. In the case of one gentleman whom she addressed in her best German she was rather surprised to find he was not of the nationality she had imagined, for turning to her, he said, "I am a Scotchman, and my name's Thomson."

Typhoon talk and typhoon preparations decreased on us rather early this year. It is remarkable that the signals should have been hoisted in the merry month of June, but fortunately the dread visitor did not come our way. Reminiscences of September, 1906, were on tap, however.

Tired of waiting for supplies from India, the Sanitary Department have started breeding their own cats. I have much pleasure in congratulating the Sanitary Board office at which, I am informed, used to make itself at home on the journalistic bench, on giving birth to triplets. I am also pleased to be able to state that mother and little ones are doing well. It is to be hoped that no energetic member of the Board will ask any awkward questions, such as: Has the increase on the cat staff been authorized? If so, by whom? Has the Government given authority to the cat without first consulting the Board? Are they (the cat and cubs) washed regularly by or with "Jeyes"? Have the expenses that will accrue been provided for in next year's estimates? If, in view of the proposed scheme of retrenchment, the Board recommend that the cat be repurchased for being the cause of extra expense at a time when economy is being preached from every departmental pulpit? Are the Board to be allowed the privilege of exhibiting the family at the forthcoming show, and if so are they all entitled to a share of the prize? The office boy suggests raffle-dazzle or poker dice for the lot.

The furore occasioned at home over the alleged preferential treatment accorded a French dressmaker by the wife of the Prime Minister, reminds me that there is a painful person from La belle France who is attempting business in quite a new direction in Hongkong. The lady carries a lot of lace for sale, not merely for show and on obtaining the entrée to a house she not only fascinates the lady of the house with her display but throws a spell on her, as it were, by the names of some of the *haute société* with which she conjures. Of course, they have all bought elaborate costumes at fancy prices. Sometimes it works, and sometimes it doesn't. Hongkongites have already hustled her little rise, and I have no doubt that madame will try pastures new when she realises this.

RODERICK RANDOM.

THE TRADE OF HONGKONG.

The Harbour Master, Commander Basil Taylor, R.N., in his annual report for the year 1908, writes as follows:—Hongkong being a free port there are no reliable statistics of other Imports and Exports except as regards certain items of cargo, dealt with in the Colony, of which, either from their nature and the circumstances under which they are imported, or from the fact that they are required by law to be specially reported, substantially accurate returns can be given. These items are Coal, Kerosene oil (which includes all products of petroleum), Opium, Morphine, Compounds of Opium, and Sugar. The figures for the three latter will be found in Appendix B.

1,018,753 tons of Coal were imported during the year. This shows a practically negligible increase of 13,886 tons (1.3 per cent.) over the Imports during 1907.

Of Bulk Oil (1,818 tons arrived, an increase of 17,938 tons, or 40.8 per cent. This appears to have no special significance, but to be entirely due to the cheap freights ruling, and to the new installation, by the Standard Oil Co., of oil tanks at Lychee-kok, which required filling. 40,018 tons of Case Oil arrived, being an increase of 3,289, or 8.9 per cent. over the 1907 figures. Here, again, the cheap freights were taken advantage of to fill up stocks.

Liquid Fuel increased from 3,272 tons in 1907 to 13,832 tons in 1908, and was probably affected by the same causes as were Bulk and Case Oil, in addition to which there has been an increased demand for this product, owing to more steamers using liquid fuel having visited the Colony during the year.

The import of Rice appears to have declined from 956,000 tons 721,000 tons, due to the falling off in the rice trade from Saigon and Bangkok in consequence of the exceptionally good crop in Northern and Central China, with the result that prices at Shanghai and the Yangtze ports ruled considerably lower than in Siam and Annam. Local dealers naturally bought in the cheaper market, and there was no demand for Southern rice. At Bangkok, I understand, there was the further factor of a species of boycott instituted by the rice merchants against the N. D. L. steamers (late Scottish Oriental) which do all the carrying trade between that port and this Colony. As the greater part of the rice imported here is re-exported by sea to ports in China other than Canton, and the majority of that so imported last year came from China itself, it is reasonable to presume that, in the absence of the usual supply of Siam and Annamese rice in this Colony, those Chinese-ports which usually draw their supplies here went to the North for their rice, where a superabundance was available at very moderate prices. The rice trade from the South having now reverted to its usual conditions, I see no reason to doubt that this year will see it restored to its former channels, i.e., *via* this Colony.

Flour appears to have decreased from 147,000 tons to 91,000 tons, probably due to the fact that the Colony is ceasing to be the distributing centre for this commodity. Shipments are now made directly from Ports on the Pacific Coast of North America to Shanghai, Amoy, Singapore, &c., instead of transshipping here, as heretofore.

There is a possibility that the Hongkong Milling Company being in liquidation, some small recrudescence in this branch of trade may occur.

The total reported Imports during the year amounted to 4,170,000 tons, against 4,366,000 tons in 1907, a decrease of 4.4 per cent. Exports also show a decrease, from 2,554,000 tons to 2,103,000 tons, or 10.7 per cent., and transit cargo declined from 3,596,000 to 3,373,000 tons, or 0.7 per cent., but for the reason given these figures are not reliable.

H. E. TANG SHAO-YI ON CURRENCY.

H. E. Tang Shao-yi, in a conversation at Shanghai, denied emphatically that he had ever sent any telegram to Peking advocating a dollar unit throughout the Empire, as had been asserted with much assurance by the native Press at the end of last February. His Excellency said that he adhered to the views expressed in his memorial (embodied in the Imperial Decree on Currency Reform of October 5), that in standard unit should be the Keping, and in order to avoid the inconvenience of so large a coin, he also wished to have a half taal, a suna, and a fixed rate to each other. His reason for preferring the taal to the dollar was that the latter coin entered comparatively little into the nation's ideas and business practice. The dollar, His Excellency thought, scarcely extended beyond the Treaty ports, and though there was a large number of dollars in circulation he could see little difficulty in gradually calling them in. Finally, it must be remembered that the taal corresponded to the Chinese decimal system.

H. E. Tang admitted frankly that the great evil of the moment was the unrestricted issue of paper money, the beginning of which he attributed to the days of the Provisional Government in 1901, when solid old firms went bankrupt and new firms without capital or responsibility started up in all directions. On this subject he was understood to say that the law might be made more strict, and he assented to the suggestion that an Imperial Bank of China, working in relation with select provincial banks, would supply the remedy.—N.C. Daily News.

NEW LONDON BORNEO TOBACCO COMPANY.

The report for 1908 states that the 1907 crop realized £38,666, and the total sum chargeable against the same, including London expenses (less receipts) and depreciation, amounts to £50,121. A dividend of 2½ per cent. on the ordinary shares was paid in January, and the directors now recommend a final dividend for 1908 of 5 per cent., leaving a balance of £295.

SHIPPING RINGS COMMISSION.

THE REPORT.

The report of the Royal Commission on Shipping Rings was issued on the 2nd inst. as a blue-book (No. 4658). This Commission was appointed in November, 1906, "to inquire into the operation of shipping 'rings' or 'conferences' generally, and more especially into the system of deferred rebates, and to report whether such operations have caused, or are likely to cause, injury to British or colonial trade, and if so, what remedial action, if any, should be taken by legislation or otherwise."

The members of the Commission were as follows:—Mr. Arthur Cohen, K.C. (chairman), Lord Inverclyde, the Hon. C. N. Lawrence, Sir Hugh Bell, Sir W. T. Lewis, Sir David M. Barbour, Sir Alfred E. Bateman, Sir John Macdonell, Captain R. Muirhead Collins, C.M.G., Mr. H. Birchmore, C.M.G., the Hon. W. Pember Reeves, Mr. John Barry, Professor E. C. K. Gomer, Mr. F. Maddison, M.P., Mr. I. H. Mathers, Mr. W. F. Mitchell, Mr. Owen Phillips, M.P., Mr. Oswald Sanderson, and Mr. Austin Taylor, M.P. The Commission represented all the interests concerned, for it included men prominent in the shipping, mercantile, and manufacturing world, and representatives of India and the self-governing colonies.

It held 46 meetings and examined 57 witnesses. In addition, Sir Alfred Bateman and Sir John Macdonell, who were sent as a Sub-Commission to South Africa, held 12 meetings there and examined 53 witnesses. Besides the evidence received from witnesses, the Commission obtained a large mass of information in reports from Indian and colonial Governments and associations of traders and from His Majesty's representatives abroad. The report volume contains a majority and a minority report, both with reservations on particular points.

THE MAJORITY REPORT.

The following is a *provis* of the chief features of the majority report, which is signed by the Chairman, Lord Inverclyde, the Hon. C. N. Lawrence, Sir Hugh Bell, Sir W. T. Lewis, Sir Alfred Bateman, Professor Gomer, Mr. Maddison, Mr. Mitchell, Mr. Phillips, and Mr. Sanderson. The report consists of six parts. Part I. is introductory; Part II. gives a general survey of the system of shipping conferences and deferred rebates.

A shipping "ring" or "conference" is defined as "a combination, more or less close, of shipping companies formed for the purpose of regulating or restricting competition in the carrying trade on a given trade route or routes. The vessels employed by these companies are usually of the class known as liners, i.e., vessels of high class and speed, sailing and arriving at fixed dates from a common port or ports. The main objects for which a conference is formed are two:—(1) To regulate competition between the lines with a view to maintaining rates of freight; (2) To concert measures to meet the competition of shippers outside the conference. The first of these objects is attained by an agreement between the lines, the main feature of which is an undertaking to charge spread rates of freight. The second object is attained by the system of deferred rebates, under which the shipping companies secure the continuous support of such shippers by making the refund of a substantial proportion of his freight bill over a period of months contingent upon his 'loyalty' to the conference during both that period and a subsequent period in which further contingent rebates will accrue. The effect of the system is that the shipper who wishes to ship outside the conference can never do so without forfeiting a considerable sum.

The Commissioners describe the origin of the rebate system, showing how it was started at a time when the methods of doing business were undergoing a change in consequence of the replacement of sailing ships by steamships, and when there was the keenest competition among shipping companies to meet the new demands. It is also explained how the system was evolved by a natural process from the system of special contracts with individual shippers.

The report goes on to show the almost world-wide application of the system, explaining the reasons for its absence or partial application in certain trades of a special character, especially certain trades of a special character, especially certain trades of a special character. It also shows the length with which the internal organization and management of conferences—that is, with the various arrangements made by conferences with a view to preventing wasteful competition with one another, such as reservation of special areas, restriction and arrangement of sailings, pooling, &c. Finally, a detailed description of the rebate system is given, showing the means by which it is enforced in different trades.

In Part III. is discussed the question in what sense and to what extent shipping conferences making use of the system of deferred rebates constitute a monopoly. The Commissioners consider it necessary to consider this question because, whilst the evils attributed to the system are said to be due to the fact that it brings about a monopoly, the advocates of the system contend that, without the security of custom which it affords, the advantages attributed to the system either could not be given or would be seriously diminished.

The general conclusion on this question is that a shipping conference possesses a monopoly of a limited character and varying in degree, and that this monopoly is dependent on the system of deferred rebates or some "tie" equally effective.

ADVANTAGES OF SHIPPING RINGS AND REBATES.

In Part IV. the advantages claimed by shippers of the conference and rebate system are discussed. These advantages are tabulated as follows:—

- (1) Improvements in service by—
 - (a) The institution and maintenance of regular sailings and stable rates of freight.
 - (b) The provision of steamers of high class and speed.
- (2) Economy in cost of service.
- (3) More economic distribution of cost of service.
- (4) The maintenance of equal rates from the United Kingdom and the Continent.
- (5) Uniform rates of freight to all shippers, large or small.
- (6) No carriage on ship's account.

The Commissioners come to the conclusion that these are real and important advantages, and that they are guaranteed by the nature of the conference system. As regards the dependence of the advantages upon the system of deferred rebates, they find that:—

1. The advantages conferred by shipping conferences are substantially dependent upon the system of deferred rebates, or some system equally effective as a tie upon the shippers and equally uniform in its application.
2. If the rebate system were abolished, shippers would endeavour to secure the custom of shippers by making contracts with them covering long periods.
3. The contract system would in large general trades lead to the making of preferential contracts with large at the expense of small shippers.

COMPLAINTS AGAINST RINGS AND REBATES. In Part V. the various complaints against the system of shipping conferences and deferred rebates are examined, the chief being (1) that the system enables the shippers to charge rates which are "excessive" or "unfair" (2) that it has led to diversion of trade.

As regards (1), after showing why the various standards, such as tramp rates and rates charged by other conferences, which had been used by witnesses for the purpose of determining the fairness of a conference rate, are of little use for this purpose, the Commissioners state that in their opinion "the monopoly obtained by conferences using the system of deferred rebates has in certain cases enabled conferences to place rates on a higher level than they would but for the system have been able to do, or at least to arrest a possible fall in rates." They do not, however, consider that the evidence enables them to determine whether the rates charged have been excessive or unfair.

As regards diversion of trade, the report states that in the South African and Australasian trades at any rate the lower rates which have from time to time existed have resulted in the diversion of orders from this country to the United States of America, and that there is a permanent possibility of diversion owing to the low rates which the combinations and trusts in the United States of America can demand for their goods.

Finally, Part V. deals specially with complaints made of certain arbitrary acts by the South African conference. The Commissioners state that in their opinion:—

"The actions of the conference in these matters seem to us to show that the members of the conference, or the dominant members of it, have not only not been alive to, or anxious to meet, the wishes of the South African communities, but that for the purpose of preserving their monopoly and raising change they have not abstained from playing off the interests of the colony against those of another."

SUMMARY OF CONCLUSIONS.

In Part VI. the conclusions are summarized and the recommendations stated and discussed. Stress is laid upon the advantages of the organization introduced by the conference system into the shipping trade. The differences in the functions of the liner and the tramp are once more explained.

It is the function of the liner to sail as a member of a fleet, or an association of fleets, providing a continuous and organized service on a particular route—a service, that is to say, which is so arranged as to avoid duplication of sailings, and to ensure that the tonnage shall be despatched at regular dates advertised beforehand, and in sufficient quantity to meet requirements of the trade. The tramp, on the other hand, is a self-contained unit of transport. It is not attached continuously to any given trade route; it does not conduct its operations in concert with others; its sailings are determined by no fixed plan. The function of the tramp, in short, is to fluctuate from one route to another, according to the shifting requirements of the various trades. Its movements are determined by the law of supply and demand; it goes where its voyage will yield the greatest profit, and it undertakes no obligation beyond that involved in each particular venture.

But it is shown that in spite of these differences the competition between the tramp and the liner still exists, and that it is necessary for shipping conferences giving the advantages which are associated with a regular and high-class service to protect themselves against the sporadic incursions of outside vessels by securing the support of the regular shippers. For this purpose the system of deferred rebates is used; and the opinion is expressed in the report that this system is preferable to the system of special contracts, which is not only difficult to apply to a trade in which the commodities are varied and the shippers many, but also would lead to preferences given to the larger shippers.

RECOMMENDATIONS.

The report proceeds to consider the various recommendations which had been suggested to the Commission. The proposal that the rebate system should be abolished by law is rejected on the following grounds:—

- (a) The advantages derived in the case of transport by sea from a monopoly limited in the manner we have described in our opinion certainly outweigh the disadvantages revealed in the course of our inquiry and in our view will continue to outweigh the disadvantages unless the system of sea-carriage assumes a very different form from that which exists at present.
- (b) These advantages, in the degree in which they now exist, appear to us to be dependent upon the system of deferred rebates or some tie equally effective and capable of uniform application.
- (c) The abolition of deferred rebates, as we have already stated, would not restore a free freight market nor render a monopoly and its consequent abuses impossible.
- (d) It has been argued that the fact that the system is illegal in the United States furnishes a precedent for prohibiting it in this country. As to this we would point out that:—

- (1) The Elkins Act, the application of which has been misunderstood by most of our witnesses, has no reference whatever to deferred rebates or rebates when such are alike in similar circumstances. Moreover, it has no application to persons who are exclusively carriers by sea. For either of these two reasons it is clear that the Act has no application to deferred rebates of the kind referred to in this report.
- (2) The Act of the United States under which the rebate system would appear to be illegal, viz., the Sherman Act, does not refer to rebates by name, but is directed against combinations, &c., not merely in the shipping trade, but in all industries, the effect of which is to restrain trade.
- (3) Such evidence as we possess with regard to the operation of the Sherman Act leads us to believe that, though it probably has been the cause of the abandonment of the deferred rebate system in the export trade of the United States of America, it has not been effective in preventing combination among shipping companies.
- (4) Legislation of the character we have been considering would affect shippers carrying from this country but not those carrying from the Continent, and strong objection was taken by many shippers to any legislation which should deprive them of the power obtained by means of the rebate system while leaving this power in the hands of their foreign competitors. The validity of this objection, however, depends very much on the view taken as to the question whether the rebate system is on the whole advantageous or disadvantageous to the commerce of this country as a whole, including, that is to say, the shipping industry. And, as we are of opinion that on the whole the system is generally advantageous, we consider that its retention in other countries, e.g., Germany, would enhance the injury attained by its prohibition in this.

The Commissioners are also of opinion that the evidence before them does not warrant them in recommending legislation on the lines of the Sherman Act directed either against combinations in all industries or against combinations in the shipping trade only.

At the same time the Commissioners are of opinion that the abuses to which the system is liable render necessary some check or control. Suggestions that a Board of Control on the lines of the Railway and Canal Commission should be set up, or that the influence of Government should be brought to bear upon shipping conferences through the mail contracts and Government shipments, are discussed and rejected, and any legislation directly fixing or modifying the terms and conditions of the rebate system is considered inexpedient and impracticable.

ASSOCIATIONS OF MERCHANTS AND SHIPPERS.

The main recommendations made by the Commission fall into two parts:—

1. The recognition and encouragement of associations of merchants and shippers. The Commission think that the formation of such associations is desirable chiefly because they consider that most of the serious abuses to which the conference system is liable can be remedied by counter-combinations on the part of shippers which will give them the power of collective bargaining, and because the community of interest which exists between shipowners and shippers as a whole renders it desirable that conferences—between representative bodies should take place. They are also of opinion that chambers of commerce are not capable of dealing with shipping conferences satisfactorily in a matter of this kind.
2. After expressing a strong opinion as to the practicability of forming associations of this character when any serious grievance had been experienced, the report points out that there are many subjects which would be generally capable of being discussed and settled in negotiation between the merchants' associations and the conferences; for example, rates and classifications, dates, number, and ports of sailing, rebate conditions, and the implied obligation of shippers such as the granting of uniform rates of freight, &c.

The report then proceeds to consider how these associations should be brought into being and the form which they should take. The chief consideration is that the association should be representative of all the shippers sending goods on a given route, and with a view to ensuring the representative character of such associations it is suggested that when they have been formed they should be required to apply to the Board of Trade for registration, and "if the Board of Trade, after examination, is satisfied that the association is of an adequately representative character, the association should be registered accordingly, such registration carrying with it recognition of the association by the Board of Trade as the body entitled to confer with the conference lines on behalf of the whole trade in regard to shipping matters." Care should be taken to give such representation to the Colonial Governments concerned as will ensure that the interests of the consumer and producer will be safeguarded.

It is not thought necessary to prescribe the precise form which the associations should take, as this must necessarily be dictated by the varying circumstances of particular trades. Suggestions are, however, made for the carrying out of the recommendations in the case of the African trade, the chief of which are (1) the recognition of the South African Merchants' Committee or the institution of a new association more representative of opinion here and in South Africa; (2) the formation of a corresponding association or committee in South Africa to co-operate with the organization in this country; and (3) that the South Africa Governments should be represented on the association.

The Commission consider that it will not be possible for a shipping conference absolutely to disregard reasonable proposals put forward by a body representative of all their customers.

SUPERVISION BY BOARD OF TRADE.

The following recommendations are also made:—

1. We suggest that in cases where an association or committee recognized by the Board of Trade have failed to reach an agreement with the conference lines, on any point in dispute, the Board of Trade should be empowered:—

- (a) On the application of one of the two parties to appoint some person or persons to endeavour to promote a settlement by conciliation.
 - (b) On the application of both parties to appoint an arbitrator or arbitrators to decide the point at issue.
2. We suggest further that in cases where it appears to the Board of Trade that there are good grounds for believing that important national or Imperial interests are affected, and where it has not been found possible to settle the dispute by conciliation, the Board of Trade should have power to appoint a person or persons to inquire into the matter and report to them, it being left to the discretion of the Board of Trade whether this report should subsequently be presented to Parliament. In considering whether they should take action in this respect the Board of Trade should have regard to any representations made to them by any Colonial Governments interested.

We do not consider that an inquiry should be ordered where associations merely complain that rates are "too high" or "unfair" or where, owing to a temporary rate war, rates from a foreign country may have been lower for a short time than from the United Kingdom. But we consider that there may be cases, essentially different in character, where public interests may be grievously affected either by the checking of a trade or by its more or less permanent diversion. In such cases we consider it is important that the Board of Trade should have power to appoint competent persons to investigate the matter, and that it should be competent for them to decide whether their report should be made public.

If our main recommendation as to the formation of strong associations of shippers is carried out, we think, we seldom, if ever, necessary that an inquiry of this kind should be made. But, in order that an inquiry, so undertaken, may be thorough and searching, we suggest that the person or persons conducting it should be given power to call for the attendance of such persons and the production of such documents as may be required for the investigation. At the same time we think that no information likely to be useful to actual or possible competitors should be divulged in the course of the proceedings or in the report.

In order that the Board of Trade may be cognizant of the position and proceedings of shipping conferences making use of the system of deferred rebates should be required to deposit confidentially at the Board of Trade:—

- (a) All conference agreements and any agreements or understandings with foreign lines or lines not in the conference.
- (b) All rebate circulars and forms for claiming rebates.
- (c) Any agreement entered into with associations of merchants and shippers recognized by the Board of Trade.

We think that this information should be accessible confidentially to all Government Departments which, because of postal or cargo contracts or for any other reason, may be interested.

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[36]

It is also recommended that all shipping conferences using the rebate system should be required to publish their tariff of rates and/or classifications of goods, and to deposit copies at the Board of Trade.

The Commissioners express the hope that these recommendations will be found sufficient to safeguard Colonial interests, and that the variations in the Merchant Shipping Laws of the Empire which would be brought about if each of the self-governing Dominions found it necessary to deal with the matter by legislation in its own way may thus be obviated.

Lord Inverclyde signs the report with a reservation, in the course of which he states that he objects to the recommendations made with regard to the publication of tariffs and classifications and to supervision of conferences by the Board of Trade. He considers these recommendations unwarranted and unnecessary. Mr. Maddison signs the report with a reservation, in which he states his opinion as follows:—

"The system under review I regard as, on the whole, undesirable, but the results, as revealed by the evidence tendered to the Commission, are not of a character to warrant State interference in the business methods of a great industry. There are, however, elements of danger which may develop, and these need to be carefully watched by the Board of Trade."

MINORITY REPORT.

The minority report is signed by Sir David Barbour (with an important reservation), Sir John Macdonell, Mr. Birchmore, Captain Collins, and Mr. Barry.

The Commissioners state that although they agree with much contained in the report of the majority they dissent from several important conclusions stated in it and from much of the reasoning upon which they are founded. They dissent in particular from the advantages claimed for the Shipping Conferences and the deferred rebate system.

The main body of the report accordingly consists of the arguments advanced by the Commissioners in support of these opinions. Their main conclusions are summarized as follows:—

- (1) The conference system with the deferred rebate—the natural evolution of a highly organized trade dealing with customers for the most part scattered or disorganized—has created on almost all the chief ocean routes a monopoly, the limitations upon which are in many cases illusory, and which generally tend to decline.
- (2) The system was introduced in the first instance with the object of raising rates or preventing their fall and diminishing competition.
- (3) It has been successful in raising or keeping up rates.
- (4) The public have, as a rule, to pay higher rates of freight than they would pay in an open market.
- (5) The system has been injurious to tramps, the strongest element in the British mercantile marine, and it leads as to them to waste and to higher rates of freight.
- (6) The system tends to waste in various other directions, owing to the manner in which the rings are constituted.
- (7) There is no satisfactory evidence that the saving in cost, if there be any, under the system of shipping rings exceeds the waste which is due to that system.
- (8) The system tends to inflate the amount of tonnage and consequently the amount of capital invested upon which interest has to be paid.
- (9) It has diminished or tends to diminish the ports of sailing.
- (10) It gives a country such as the United States, in which the system is illegal, an advantage as compared with the United Kingdom.
- (11) It has caused in the case of South Africa diversion of British trade.
- (12) There is no evidence that it has appreciably increased regularity of sailing or greatly improved the quality of steamers; but it has tended to bring about equality and stability of rates.

That such a monopoly and a system which has the above effects should be subject to no control appears to the Commissioners to be inadmissible. As to the recommendations which should be made, Sir D. Barbour does not consider that it is possible to control the system satisfactorily, and he signs a reservation, in which he advocates legislation on the lines of the Sherman Anti-Trust Law of the United States—to make the system impossible, such legislation for the present to be applicable only to the shipping trade. The remainder, however, are not at present prepared to recommend so great a change. They prefer that in the first instance a system of conciliation and limited supervision by the Board of Trade should be tried. They are not, however, satisfied with the system of this kind proposed in the majority report.

The recommendations of the minority differ from those of the majority mainly in the following matter. They suggest that it should be left entirely to the Board of Trade (a) to recognize any association it thinks fit; (b) to institute an inquiry into any matter of important public interest without the limitations suggested by the majority.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press Codes: A.B.C. 5th Ed. Lieber's. P.O. Box 35. Telephone No. 12.

NEW ADVERTISEMENTS

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

HONGKONG STATION, CURRENCY CHARGES ON TELEGRAMS.

SENDERS OF TELEGRAMS are hereby notified that from the 1st July, 1909, until further notice the Charges of Telegrams will be collected at the rate of Dollars 0.47 to equal Franc 1.00.

OLAF NIELSEN, Superintendent.

Hongkong, 28th June, 1909. [97]

THE EASTERN EXTENSION AUSTRALASIA AND CHINA TELEGRAPH COMPANY, LIMITED.

CURRENCY CHARGES ON TELEGRAMS.

SENDERS OF TELEGRAMS are hereby notified that from the 1st July, 1909, until further notice the Currency Charges for Telegrams will be collected at the rate of \$0.47 to equal Fr. 1.00.

J. M. BECK, Superintendent.

Hongkong, 28th June, 1909. [98]

NOTICE OF REMOVAL.

WE have this Day REMOVED our Office to YORK BUILDINGS, CHATER ROAD (Top Floor).

SCHULDT & Co. Hongkong, 28th June, 1909. [99]

NOTICE OF REMOVAL.

ROYAL SWEDISH VICE-CONSULATE. THE OFFICE of the above Consulate has this Day been REMOVED to YORK BUILDINGS, CHATER ROAD (Top Floor).

S. SWART, Vice Consul for Sweden. Hongkong, 28th June, 1909. [90]

TO LET.

HOUSE in KENNEDY ROAD, convenient locality; Electric Light installed. Apply to—

N. S. Care of "Daily Press" Office. Hongkong, 28th June, 1909. [901]

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Taking Cargo to all Ports in Netherlands India on through Bill of Lading.

THE Steamship

"TJIPANAS," Captain A. Pander, will be despatched for the above Ports on about SATURDAY, 3rd July.

For information as to Freight and Passage, apply to the

Head Agent of the JAVA-CHINA-JAPAN LINE, York Building, 1st Floor.

Hongkong, 28th June, 1909. [902]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERBIAH GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"ASSAYE," Captain O. Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 10th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MAEDONIA," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and the West for London (and arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the E.M.S. "Egyr" due in London on the 22nd August, 1909.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 28th June, 1909. [1]

GILES' CHINESE AND ENGLISH DICTIONARY.

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Box 163, Care of "Daily Press" Office. Hongkong, 25th June, 1909. [890]

SUTTON'S SEEDS. Special Selected Collections for this Climate.

VEGETABLES AND FLOWERS IN AIR-TIGHT CASES.

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INTIMATION.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the Lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerned as named in Schedule A appended) in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the exclusive privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except at the express wish of the tenders to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

3. The Farms, above referred to, are:—

(i) BRITISH NORTH BORNEO.—OPUM, SPIRIT, GAMBLING AND PAWN-BROKING, as follows:—

(a) in one concession for the whole State.

(b) in one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively:—

(i) SANDAKAN DISTRICT.—The Territory bounded on the one side by the true right watershed of the Klabangan River and on the other by the true left watershed of the Tan river.

(ii) KUPAT DISTRICT.—The Territory bounded on the one side by the true left watershed of the Patan River and on the other by the true right watershed of the Pindasan River.

(iii) WEST COAST DISTRICT.—The Territory bounded on the one side by the true right watershed of the Pindasan River and on the other by the Northern Boundary of Province Clarke.

(iv) EAST COAST DISTRICT.—The Territory bounded on the one side by the true right watershed of the Klabangan River and on the other by the Dutch Boundary on the South at Broekhoek point.

(v) PROVINCE CLARKE.—being the Territory between Bata-Batu and the Lawas Northern watershed.

4. The attention of those desirous of tendering is drawn to the following terms:—

(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount of the Rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter a contract under the provisions of the Proclamations named in Schedule A appended.

(e) Copies of the said Forms of Contracts for the Farms may be seen on application at the Office of the said SECRETARY, at Sandakan, or of Messrs. GUTHRIE & Co., at Singapore, or of Messrs. GIBB, LIVINGSTON & Co., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, Security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The retail rates for Opium fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per tahil, \$ 2.40

chi 00.30

5 hun packet 00.15

4 00.12

3 00.09

2 00.06

(h) The Opium Farmer is responsible for seeing that the Opium is not sold by retail at the Opium Farm or at the Opium shops at prices higher than those fixed by Government and named above (g).

(i) The Opium and Spirit Farmers may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Opium and Spirits.

(j) During the continuance of the Farm period, the Opium and Spirit Farmers will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Spirits prepared by them, and to any vessel containing Spirits for sale.

(k) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor a Schedule showing full particulars of the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(l) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(m) The following Proclamations govern the conduct of the Farms in B. N. Borneo viz:—

SCHEDULE A.

The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.

The Liquors Proclamation No. 17 of 1901.

The Pawnbrokers Proclamation No. 14 of 1902, as amended by No. 1 of 1903, and No. 3 of 1905.

The Gambling Proclamation No. 8 of 1891.

Hongkong, 3rd May, 1909. [696]

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions from A. L. STEIN, Esq., to Sell by Public Auction, TO-DAY (MONDAY), the 28th June, 1909, at 2 p.m., within his Residence, No. 1, The Albany, THE WHOLE OF HIS VALUABLE HOUSEHOLD FURNITURE, comprising:—

SILK TAPESTRY DRAWING ROOM SUITE, DOUBLE BRASS-MOUNTED BEDSTEPS with MATTRESSES, MARBLE-TOP BUREAUX, SINGLE and DOUBLE WARDROBES with BEVELLED GLASS, TEAKWOOD HATSTAND with BEVELLED GLASS, DINING ROOM SUITE by Messrs. Wm. Powell & Co., Ltd., BLACKWOOD DESKS, VELVET-PILE CARPETS and BUGS, OIL PAINTINGS and ENGRAVING, CHINESE VASES and WALL PLATES, JARDINIERS STANDS, &c., &c., BATH ROOM, PANTRY and KITCHEN REQUISITES, and a quantity of HOUSEHOLD LINEN.

Also One Upright Iron GRAND PIANO by Robinson Piano Co., One GRAMOPHONE with Records.

AND A Unique Assortment of OLD WEAPONS. Catalogues will be issued. Electric Fans will be used during Sale. On View from SATURDAY, 28th June. Terms:—As Usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 19th June, 1909. [864]



PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held THIS DAY (MONDAY), 28th June, 1909, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY the GOVERNOR, of One Lot of CROWN LAND at Tai Hang, in the Colony of Hongkong, for a term of 75 years, with this option of renewal at a Crown Rent to be fixed by the Surveyor of His MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT. [873]

No. of Lot.	Locality.	Boundary Measurements.				Contents in Acres.	Area in Acres.	Upst. Acres.
		N.W.	S.W.	S.E.	N.E.			
1	Lot 1, Tai Hang.	100	100	100	100	4.250 (about)	40	1.134

INTIMATIONS.

VICTORIA RECREATION CLUB.

NOTICE.

THE ANNUAL GENERAL MEETING of Members will be held in the GYMNASIUM TO-DAY (MONDAY), the 28th June, at 5.30 p.m., for the purpose of considering and passing the Annual Reports and Statement of Accounts for 1908.

FRANK LAMMEET, Hon. Secretary. Hongkong, 21st June, 1909. [867]

E. R.

HARBOUR MASTER'S DEPARTMENT.

IT IS HEREBY NOTIFIED that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On Tuesday, the 29th June.—From Pakshawan in a North-Easterly direction, at ranges up to 6,500 yards, commencing at 9 a.m., and finishing at 1 p.m.

If the weather is unfavourable on the above date, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

BASIL TAYLOR, Commander, R.N., Harbour Master, &c. Hongkong, 25th June, 1909. [896]

NOTICE.

THE Undersigned are instructed to reinvest \$150,000 on Local Mortgages: Full Particulars of Securities offered should be submitted to—

DENNIS & BOWLEY, Solicitors. Supreme Court House, Hongkong, 15th June, 1909. [854]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager. Hongkong 1st April, 1908. [748]

TO LET.

TO BE LET.

DESIRABLE GROUND FLOOR SHOP in CHATER ROAD, Hongkong.

Apply—

T. B. L., Care of "Daily Press" Office. Hongkong, 11th May, 1909. [723]

TO LET.

UP-TO-DATE HOUSES in HUMPHREYS AVENUE, Kowloon, with Gardens at entrance.

Apply to—

TAM TSE KONG, 42, Bonham Street West, or HUNG CHONG, 60, Elgin Road, Kowloon. Hongkong, 4th June, 1909. [819]

TO LET.

NO. 6, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court.

"ERANEE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental. Apply to—

ABRAHAM V. APCAR & Co., 14, Des Voeux Road. Hongkong, 3rd March, 1909. [399]

TO LET.

GODOWN, No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st June, 1909. [98]

TO LET.

NOS. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground.

No. 1, ALBANY, from 1st July, 1909. NEW FIVE ROOMED HOUSES in Shelter Street.

"BIRNAY BRAE," 31, Conduit Road, furnished or unfurnished Eight-Roomed House, newly painted and done up. Billiard Room, 3 Bath Rooms, Drying Room, Store Room, Pantry and good servants' quarters. Tennis Lawn, Electric Light and Bells.

The EYRE, No. 13, Peak. Unfurnished from 1st June, 1909.

C.M.S. PEAK BUNGALOW, furnished, Mount Kellett, from 1st October, 1909, to 30th June, 1910.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.

DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street. HOUSES in BELLILIOS TERRACE, Robinson Road, newly painted and color-washed, exceptionally cheap rentals.

FOR SALE.—TOM CARR, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 23rd June, 1909. [100]

TO LET.

ROOMS suitable for Offices in No. 10, Ice House Street, in rear of David Sassoon & Co.'s premises.

Apply to—

DAVID SASSOON & Co., Ltd. Hongkong, 1st May, 1909. [553]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour, from about October at present in occupation of Messrs. JARDINE, MATHESON & Co., Ltd.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 4th June, 1909. [818]

TO LET.

STOWFORD'S 12, Bonham Road, and 5 STEWART TERRACE, the Peak.

Apply—

A. B., Care of "Daily Press" Office. [882]

TO LET.

GODOWNS Nos. 7, 8 and 10, and the Top Floor of No. 3, (Tang Lap Tieg's Godown East Point).

Immediate Possession. Rent exceptionally moderate.

Apply to—

KAM FOK, No. 107, Wellington Street, behind the Stag Hotel or Keeper of No. 6, Godown on the Spot. Hongkong, 28th May, 1909. [797]

TO LET.

NO. 1 and 3, MORRISON HILL. Also OFFICES at No. 2, PEDDER STREET.

Apply—

Messrs. JARDINE, MATHESON & Co., Ltd. Hongkong, 31st May, 1909. [807]

TO LET.

FIVE ROOMED HOUSES at Kowloon.

NEW and COMMODIOUS SHOPS Nathan Road, Kowloon. Immediate Possession. Cheap Rentals.

KOWLOON MARINE LOT 48, Yauwatti, Area 85,200 square feet with 255 feet 8" Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED. Hongkong, 1st June, 1909. [547]

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply—

CHATER & MODY, Victoria Buildings. Hongkong, 1st February, 1909. [264]

TO LET.

A HOUSE in Wong Nei Chong Road.

A HOUSE in RIPPON TERRACE. OFFICES To Let, No. 2, Connaught Road, 3rd Floor.

No. 3, CLIFTON GARDENS, Conduit Road.

No. 10, DES VOEUX ROAD CENTRAL, at floor.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Voeux Road next to the HONGKONG HOTEL.

FLATS in MOSKOW TERRACE.

Apply to—

SHIPPING

ARRIVALS.
BUNJUN MARU, Japanese str., 1,818, Y. Finsen, 27th June—Shanghai 20th June, General—Osaka Shosen Kaisha.
CHRONOS, British str., 25th June—Canton.
CHILU, British str., 1,143, Warrack, 26th June—Hilo 15th and Cebu 21st June, Sugar—Butterfield & Swire.
C. JENSEN, German str., 27th June—Canton.
DALIN MARU, Jap. str., 1,376, F. Kakumki, 27th June—Swatow 26th June, General—Osaka Shosen Kaisha.
EASTERN, British str., 3,586, W. G. McArthur, 27th June—Australian Ports, Melbourne 25th May and Sydney 5th June, General—Gibb, Livingston & Co.
FOOSHING, British str., 1,423, T. Lishman, 25th June—Ta-Ching-Ho 18th June, Salt—Jardine, Matheson & Co.
HAILAN, French str., 377, O. A. Hoeg, 27th June—Hobson 25th June, General—A. R. Mearns.
HAINAN, British str., 636, J. W. Evans, 26th June—Swatow 26th June, General—Douglas, Lapraik & Co.
HAIYANG, British str., 1,562, A. E. Hodgins, 27th June—Fookow, Amoy and Swatow 26th June, General—Douglas, Lapraik & Co.
HINANO, British str., 1,536, Smith, 26th June—Moj 20th June, Coal—Jardine, Matheson & Co.
HUPIN, British str., 1,205, H. Mathias, 26th June—Pulo Sambo 17th June, Kerosine—Butterfield & Swire.
ITAKA, British str., 26th June—Canton.
KONANG, St. French str., 4,983, Imbert, 27th June—Singapore 21st June, General—Messageries Maritimes.
KWANGLEE, Chinese str., 26th June—Canton.
MAHEW, German str., 996, K. Zöllner, 26th June—Bangkok and Swatow 25th June, Rice—Butterfield & Swire.
OCEANO, British str., 3,050, F. W. Davies, 27th June—Manila 24th June, General—Lindell & Co.
ORIENT, British str., 1,892, B. D. Owen, 26th June—Singapore 21st June, General—Butterfield & Swire.
PROMETHEUS, British str., 3,583, George Moir, 27th June—Liverpool 22nd May and Singapore 22nd June, General—Butterfield & Swire.
QUINTA, German str., 987, T. Frahm, 26th June—Vakamata 20th June, Coal—Stensen & Co.
RAKUMI, German str., 1,189, H. Bremer, 26th June—Bangkok 18th June, Rice—Melchers & Co.
SILVIA, German str., 3,575, Porzellan, 26th June—Fookow 24th June, Tea & General—Hamburg-America Linie.
SUNGKIAN, British str., 987, G. H. Pennafather, 26th June—Hilo 22nd June, General—Butterfield & Swire.
TAIWAN, British str., 27th June—Canton.
THORIS, Norwegian str., 1,091, J. Jorgensen, 26th June—Bangkok 18th June and Swatow 25th June, General—Kien Yee Long.
TUPANAS, Dutch str., 2,444, A. Pandor, 26th June—Swatow 24th June, General—Java-China-Japan Lijn.
YATSHING, British str., 1,424, M. Courtney, 26th June—Chingwa 20th June, Coal—Jardine, Matheson & Co.

DEPARTURES

26th June.
DEVANHA, British str., for Europe, &c.
FUKU MARU, Japanese str., for Moji.
HONGKONG, British str., for Amoy.
KONGWAI, German str., for Swatow.
KIANG PING, Chinese str., for Chinkiang.
PANG SINGHUM, Ger. str., for Yokohama.
SPIN, Norwegian str., for Canton.
TELEMACUS, British str., for Saigon.
TEIKINI, Dutch str., for Yokohama.
 27th June.
LESIA, German str., for Calcutta.
CHENAN, British str., for Shanghai.
CHRONOS, British str., for Swatow.
FAUSANG, British str., for Kobe.
HAINAN, British str., for Swatow.
HUPIN, British str., for Fookow.
H. DRENGER, Ger. str., for Hothow.
KWONGKANG, British str., for Shanghai.
SIKH, British str., for Shanghai.

SHIPPING REPORTS.

The British str. **Haiyang** reports: Fresh S.W. breeze and fine clear weather.
 The British str. **Ocean** reports: Moderate wind and sea, fine clear weather throughout the voyage.
 The British str. **Fooking** reports: Light to moderate winds heavy S.W. swell from Okusen to port.
 The British str. **Hinang** reports: From Moji to Hiohans moderate N.E. easterly wind and fine weather, from thence to port, light to moderate southerly wind with fog at intervals and heavy S.W. swell.

VESSELS IN DOCK.

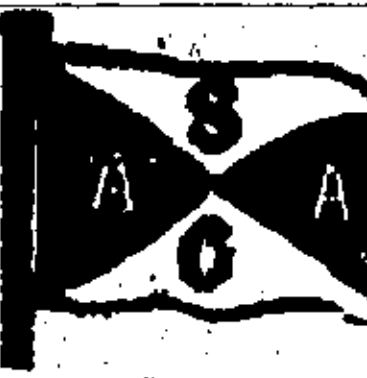
June 26th.
ABERDEEN DOCK—**Honan**, **Lekin**, **Glenogle**, **Argus**.
COSEMPOLITAN DOCK—**Taikoo Dock**—**Maple Leaf**, **Anhui**.

VESSELS ON THE BERTH

For SINGAPORE, PENANG AND CALCUTTA.
 Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"ARATON APCAR"
 Captain A. Stewart, will be despatched for the above Ports TO-MORROW, the 29th inst., at 3 P.M.
 For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.
 Agents.
 Hongkong, 25th June, 1909. [875]
HONGKONG-BOSTON-NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.
 For BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.
 (With Liberty to call at the Malabar Coast.)
S.S. "ST. PATRICK" About 13th July.
 For Freight and further information apply to—
SHEWAN TOMES & Co.,
 General Agents.
 Hongkong, 3rd June, 1909. [855]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	About 30th inst.
LONDON &c. VIA USUAL PORTS OF CALL.	ABRAX	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. Co.	On 10th July, at Noon.
LONDON & ANTWERP	SEOUTA	Brit. str.	—	Hayes	JARDINE, MATHESON & Co., Ltd.	About 20th July.
ROTTERDAM & HAMBURG, VIA STRAITS, &c.	ISERIA	Ger. str.	k.w.	Brehmer	HAMBURG-AMERICA LINE	On 24th July.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SYTHONIA	Ger. str.	k.w.	Jäger	HAMBURG-AMERICA LINE	On 1st July.
HAVRE & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	k.w.	v. Dohren	HAMBURG-AMERICA LINE	On 22nd July.
HAVRE, COPENHAGEN & ST. PETERSBURG	SLAM	Swed. str.	—	—	MELCHERS & Co.	Middle of July.
HAVRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	k.w.	—	HAMBURG-AMERICA LINE	On 2nd July.
MARSEILLES, &c. VIA PORTS OF CALL.	TOUBANE	Fr. str.	—	—	MESSAGERIES MARITIMES	On 6th July, at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BINGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 7th July, at D'Light
MARSEILLES, LONDON & ANTWERP	CARDIGANSHIRE	Brit. str.	—	W. O. Tyers	JARDINE, MATHESON & Co., Ltd.	About 12th July.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAWACHI MARU	Jap. str.	—	H. Petersen	NIPPON YUSEN KAISHA	On 21st July, at D'Light
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	HINANO MARU	Jap. str.	—	Wm. Fraser	NIPPON YUSEN KAISHA	About 30th inst.
CALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c.	MANSHU MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 1st July, at Noon.
TRIESTE, &c. VIA SINGAPORE, &c.	P. E. LUTTOLD	Ger. str.	—	H. Kirchner	MELCHERS & Co.	On 30th inst., at Noon.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	R. F. FERDINAND	Aus. str.	—	Nitsche	SANDER, WIELER & Co.	To-morrow, at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c.	ST. PATRICK	Brit. str.	—	—	DODWELL & Co., Ltd.	About 18th July.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 3rd July, at 6 P.M.
TACOMA VIA KEELUNG, SHANGHAI JAPAN, &c.	MONTAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 14th July, at Noon.
VICTORIA, B.C., & TACOMA VIA JAPAN, &c.	TACOMA MARU	Jap. str.	—	Yamamoto	DODWELL & Co., Ltd.	On 3rd July.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &c.	COBANO	Brit. str.	—	F. W. Davis	NIPPON YUSEN KAISHA	On 6th July, at 4 P.M.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &c.	KOBE MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	On 20th July, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	AKI MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 18th July, at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	EMPEROR OF CHINA	Brit. str.	—	N. Mathias	NIPPON YUSEN KAISHA	On 8th July, at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	1 m.	L. Dawson	NIPPON YUSEN KAISHA	On 18th July, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	TANBA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 6th Aug., at Noon.
KOBE & YOKOHAMA	HINANO MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 5th July, at 5 P.M.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	W. J. Davies	JARDINE, MATHESON & Co., Ltd.	On 7th July, at Noon.
NAGASAKI, MOJI, KOBE & YOKOHAMA	ASUTA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 30th July, at 5 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	HUICHOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	SLAM	Dan. str.	—	R. Smith	MELCHERS & Co.	Middle of July.
SHANGHAI, & KOBE	TOTOMI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 1st July, P.M.
SHANGHAI	ARBU	Brit. str.	—	Rad. Meyer	BUTTERFIELD & SWIRE	On 1st July, at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KLEIN	Ger. str.	—	Peter	HAMBURG-AMERICA LINE	About 1st July.
SHANGHAI, YOKOHAMA & KOBE	SEUTIA	Ger. str.	k.w.	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On 2nd July.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SARDINIA	Brit. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	About 2nd July.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMANO	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 3rd July, at Noon.
SHANGHAI	LINAN	Brit. str.	1 m.	Brano	MESSAGERIES MARITIMES	On 4th July, at D'Light
SHANGHAI, KOBE & YOKOHAMA	CALDONION	French str.	—	Fraser	BUTTERFIELD & SWIRE	On 5th July, P.M.
SHANGHAI	YINGKOW	Brit. str.	1 m.	B. W. H. Snow	P. & O. S. N. Co.	About 8th July.
SHANGHAI	DELTA	Brit. str.	—	Bouman	HAMBURG-AMERICA LINE	On 18th July.
SHANGHAI, YOKOHAMA & KOBE	ANDALUSIA	Ger. str.	k.w.	J. Warrack	BUTTERFIELD & SWIRE	To-morrow, at Daylight
SHANGHAI	TEIMARI	Dut. str.	—	Y. Kaboraki	OSAKA SHOSHEN KAISHA	To-morrow, at 10 A.M.
SHANGHAI	CHIELI	Brit. str.	1 m.	Y. Finsen	OSAKA SHOSHEN KAISHA	On 1st July, at 10 A.M.
SWATOW, AMOY & TAMSUI	DAIIN MARU	Jap. str.	—	W. C. Farnsworth	DOUGLAS, LAPRAIK & Co.	On 2nd July, at 3 P.M.
SWATOW, AMOY & FOOCHOW	HAIYANG	Brit. str.	2 h	A. Somerville	BUTTERFIELD & SWIRE	To-morrow, at 3 P.M.
SWATOW, AMOY, FOOCHOW & SHANGHAI	BUNJUN MARU	Brit. str.	2 h	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 2nd July, at 4 P.M.
SWATOW, AMOY & FOOCHOW	TAMING	Brit. str.	1 m.	B. Rodger	SHAW, TOMES & Co.	On 3rd July, at Noon.
MANILA	TUNSHING	Brit. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 6th July, at 3 P.M.
MANILA	ZAVIRO	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 9th July, at 4 P.M.
MANILA	TEAN	Brit. str.	1 m.	R. V. Almond	SHAW, TOMES & Co.	On 10th July, at Noon.
MANILA	LOONGKANG	Brit. str.	—	G. H. Pennafather	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
MANILA	RUBI	Brit. str.	—	F. Semblil	MELCHERS & Co.	Beginning of July.
CERU & ILOILO	SUNGKIAN	Brit. str.	1 m.	A. Mocker	NIPPON YUSEN KAISHA	To-morrow, at 3 P.M.
KUDAT & SANDAKAN	BOBINO	Ger. str.	—	A. Stewart	DAVID SASSOON & Co., Ltd.	On 3rd July, at Noon.
BOMBAY VIA SINGAPORE & PENANG	TAKASHI MARU	Jap. str.	—	A. E. Gentles	JARDINE, MATHESON & Co., Ltd.	On 6th July, at 5 P.M.
SINGAPORE, PENANG & CALCUTTA	ARATON APCAR	Brit. str.	—	J. Robinson	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—	Fandz	JAVA-CHINA-JAPAN LIJN	About 3rd July.
SINGAPORE, PENANG & SOUEBAYA	POKANG	Brit. str.	—			
BATAVIA, SAMARANG & COLOMBAYA	SHANGHAI	Brit. str.	—			
BATAVIA, CHERIBON, SAMARANG, &c.	TUPANAS	Dut. str.	—			

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Ports in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., SEATTLE & TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
OCEANO	4,657	F. W. Davis	On 1st July.
KUMERIC	6,232	J. Mathias	On 28th July.
ATMERIC	4,363	J. Boyd	On 26th August.
SUVERIC	6,232	S. Shotton	On 23rd September.

* These Steamers are specially fitted for the carriage of Asiatic Stevedore Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
 GENERAL AGENTS.
 QUEEN'S BUILDINGS. 8

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ REGENT LUITPOLD"	Wed. day, 30th June, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"KLEIST"	About Thursday, 1st July.
KUDAT & SANDAKAN	"BORNEO"	Beginning of July.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	Friday, 16th July, at 10 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
 GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 26th June, 1909.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Scheduled Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAYING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong. "EMPERESS OF CHINA" Sat., 3rd July. "EMPERESS OF IRELAND" Fri., 30th July. "EMPERESS OF INDIA" Wed. day, 14th July. "EMPERESS OF JAPAN" Sat., 24th July. "EMPERESS OF BRITAIN" Fri., 10th Sept. "EMPERESS OF CHINA" Sat., 4th Sept. "ALLAN LINER" Friday, 20th Aug. "ALLAN LINER" Friday, 1st Oct.

"Emperess" Steamships leave HONGKONG at 6 P.M. "Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers) £43 " " £45. and 1st Class Railway

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line.

R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for their class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Fraya, opposite Blake Pier.

7

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE	"CALEDONION"	On 5th July, P.M.
YOKOHAMA	Capt. Bruno	On 6th July, 1 P.M.
MARSEILLES VIA PORTS	"TOURANE"	On 19th July, P.M.
SHANGHAI, KOBE & YOKOHAMA	Capt. Lancelin	On 20th July, 1 P.M.
MARSEILLES VIA PORTS	"ERNEST SIMONS"	On 20th July, 1 P.M.
	Capt. Girard	
	"ARMAND BEHIC"	
	Capt. Lafont	

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—
 Hongkong, 23rd June, 1909.

P. DE CHAMPMORIN, AGENT,
 Queen's Building.

2

VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT)
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.
 (Taking Cargo at through rates to the Brazils to Red Sea, Black Sea, Levant, Venice and Adriatic Ports).
THE Company's Steamship
"E. FRANZ FERDINAND"
 Captain E. Nitsche, will be despatched as above TO-MORROW, 29th inst., at Noon.
 This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewards.
 For information as to Passage and Freight, apply to
SANDER, WIELER & Co.,
 Agents.
 Hongkong, 26th June, 1909. [3]
 For SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.
THE Steamship
"LIGHTNING"
 Captain A. E. Gentles, will be despatched for the above ports on SATURDAY, the 3rd July, at Noon.
 For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.
 Agents.
 Hongkong, 26th June, 1909. [879]
"SHIRE" LINE OF STEAMERS, LTD.
 For MARSEILLES, LONDON AND ANTWERP.

THE Steamship
"CARDIGANSHIRE"
 Capt. W. O. Tyers, will be despatched as above on or about the 12th July.
 For Freight apply to
JARDINE, MATHESON & Co., Ltd.,
 Agents.
 Hongkong, 24th June, 1909. [884]
"SHIRE" LINE OF STEAMERS, LTD.
 For LONDON AND ANTWERP.

THE Steamship
"SEGURA"
 Captain Hayes, will be despatched as above on or about the 20th July.
 The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and Electric Fans in State-rooms. Doctor and stewards are carried. Fare to London £35.
 For Freight, or Passage, apply to—
JARDINE, MATHESON & Co., Ltd.,
 Agents.
 Hongkong, 24th June, 1909. [885]



MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."
 A.I., A.B.C., and Engineering Code Used.
NEW DOCK NOW OPEN.
DOCK No. 3.

Extreme Length	722 feet
Length on Blocks	714 "
Width of Entrance on Top	96 "
Width of Entrance on Bottom	88 "
Water on Blocks at Spring Tide	34 "
DOCK No. 1.	
Extreme Length	523 feet.
Length on Blocks	513 "
Width of Entrance on Top	88 "
Width of Entrance on Bottom	76 "
Water on Blocks at Spring Tide	37 "
DOCK No. 2.	
Extreme Length	371 feet
Length on Blocks	350 "
Width of Entrance on Top	66 "
Width of Entrance on Bottom	53 "
Water on Blocks at Spring Tide	22 "

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP VIA SINGAPORE, PEN- ANG, COLOMBO PORT SAID and MARSEILLES.	NAMUR Capt. H. W. Kenrick, R.N.R.	About 30th June	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA.	SARDINIA Capt. C. C. Talbot, R.N.R.	About 2nd July	Freight and Passage.
SHANGHAI	DELTA Capt. B. W. H. Snow	About 8th July	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL.	ASSAYE Capt. O. Jones, R.N.R.	Noon, 10th July	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 28th June, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"YIHLI"	On 29th June, 4 P.M.
MANILA	"AMING"	On 29th June, 3 P.M.
BATAVIA, SAMARANG and SOERABAYA	"SHANTUNG"	On 29th June, 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 30th June, 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 30th June, 4 P.M.
SHANGHAI	"ANHUI"	On 1st July, 4 P.M.
SHANGHAI	"LINAN"	On 4th July, 4 P.M.
MANILA	"TEAN"	On 6th July, 3 P.M.
SHANGHAI	"YINGCHOW"	On 8th July, 4 P.M.

MANILA ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CALIWE, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE INCLUDING WINES, \$45 SINGLE and \$30 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Redger	Manila	On 3rd July, Noon.
RUBI	2540	R. W. Almond	Manila	On 10th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 28th June, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOY & TAMSUI	TUESDAY, 29th June, at 2 P.M.
"HAIYANG"	SWATOW, AMOY & TAMSUI	FRIDAY, 2nd July, at 2 P.M.
"HAIYANG"	SWATOW, AMOY & TAMSUI	FRIDAY, 2nd July, at 2 P.M.

For the convenience of passengers, steamers will arrive at, and depart from, the company's wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 25th June, 1909.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Friday, 2nd July, 4 P.M.
SEHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Saturday, 3rd July, Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Tuesday, 6th July, 3 P.M.
KOBE & YOKOHAMA	"HINSANG"	Wednesday, 7th July, 3 P.M.
MANILA	"LOONGSANG"	Friday, 9th July, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
GENERAL MANAGERS.

Hongkong, 26th June, 1909.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of June.
SHANGHAI, YOKOHAMA and KOBE	"YEDDO"	5th July.
HAVRE, COPENHAGEN and ST. PETERSBURG	"SIAM"	Middle of July.

For Further Particulars apply to
Hongkong, 11th June, 1909.MELOCHERS & CO.,
AGENTS.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID, VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	BINGO MARU Capt. A. Christensen	6500	WEDNESDAY, 7th July, at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KAWACHI MARU Capt. H. Peterson	6500	WEDNESDAY, 21st July, at Daylight
BOMBAY via SINGAPORE and COLOMBO	TANGO MARU Capt. S. Ishikawa	8000	TUESDAY, 6th July, at 4 P.M.
SHANGHAI and KOBE	AKI MARU Capt. K. Sato	7080	TUESDAY, 20th July, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. N. Mathieson	6000	FRIDAY, 9th July, at Noon
KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5000	FRIDAY, 6th Aug., at Noon
NAGASAKI, MOJI, KOBE and YOKOHAMA	TAKASAKI MARU Capt. A. Moser	5000	TUESDAY, 29th July, at Noon
	TOTOMI MARU Capt. R. Smith	4000	THURSDAY, 1st July, at Noon
	YAWATA MARU Capt. T. Sekine	5000	WEDNESDAY, 7th July, at Noon
	TAKASAKI MARU Capt. C. H. Butler	6500	FRIDAY, 9th July, at 5 P.M.
	ATSUTA MARU Capt. Wm. Thompson	9000	FRIDAY, 30th July, at 5 P.M.

EXTRA PASSENGER SERVICE NEW STEAMERS— EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 28th July
MISHIMA MARU	(Capt. A. E. MOSES)	About Wed. 25th August
ATSUTA MARU	(Capt. Wm. THOMPSON)	About Wed. 22nd Sept.

CHEAPEST PASSAGE / RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.				
SPECIAL EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS.				
	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO,
MANAGER.

Hongkong, 8th June, 1909.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR ANTWERP, ROTTERDAM & HAMBURG:
S.S. SLAVONIA ... 2nd July	S.S. SITHONIA ... 1st July
S.S. ANDALUSIA ... 13th July	FOR HAVRE, BREMEN & HAMBURG:
S.S. SAXONIA ... 20th July	S.S. SCANDIA ... 2nd July
S.S. DORTMUND ... 26th July	FOR ROTTERDAM & HAMBURG:
S.S. SPECIA ... 13th Aug.	S.S. ISTRIA ... 20th July
S.S. C. FERD. LAEISZ ... 17th Aug.	FOR HAVRE & HAMBURG:
	S.S. BRASILIA ... 22nd July

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-STEEL RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—
16, DES VŒUX ROAD,
HONGKONG.Japan Office:—
14, WATER STREET,
YOKOHAMA.

JAVA-CHINA-JAPAN LIJN REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAPAN	Second half of June	JAVA	Second half of June
TJIPANAS.	SWATOW	Second half of June	JAVA	First half of July
TJIMAH.	JAVA	First half of July	SHANGHAI	First half of July
TJILIWONG.	JAPAN	First half of July	JAVA	First half of July
TJIKINI.	JAPAN	Second half of July	JAVA	Second half of July
TJIBODAS.	JAPAN	First half of Aug.	JAVA	First half of Aug.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 28th June, 1909.

Telephone No. 375.

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SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. MANSHU MARU	5000 tons gross	Sail July 1st, at Noon.
S.S. AMERICA MARU	6000 "	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSHU MARU	500 "	Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 5th May, 1909.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA	"TACOMA MARU" Capt. Yamamoto, "YUZPATRICK" Capt. Y. FUSENO	6,178 4,416	SATURDAY, 3rd July SATURDAY, 31st July SATURDAY, 28th August

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES
SWATOW, AMOY & TAMSUI	"DAIJIN MARU" Capt. Y. KABURAKI	TUESDAY, 29th June, at 10 A.M.
SWATOW, AMOY, FOCHOW & SHANGHAI	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 1st July, at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

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T. ARIMA,
MANAGER.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan,
Hongkong, 4th August, 1898.

Cutler, Palmer & Co.'s

SHIPPERS
Cutler, Palmer & Co., London.

AGENTS

SIEMSEN & CO.,

HONGKONG.

MITSU BISHI GOSHI KWAISHA. (MITSU BISHI CO.) COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE:—MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI" Codes, A1, ABC 5th Ed., Western Union.

AGENTS:—
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. SHANGHAI & Co.
MANILA: Messrs. MACDONALD & Co.
For Particulars apply to
H. OISHI,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 9th January, 1909.

ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR

日曆英中年十五

From 1st JANUARY, 1864 to 31st DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 72ND CYCLE TO THE 50TH YEAR OF THE 72ND CYCLE.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

